AGENDA
CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC)
June 5, 2003 MEETING
1727. 30th Street (Room FM 3), Sacramento, CA 95816
TIME 9:00 AM

ORGANIZATION ITEMS

1. **Introduction**
2. **Approval of Minutes (March 13, 2003 Meeting)**
3. **Election**
4. **Public Comments**

   At this time, members of the public may comment on any item not appearing on the agenda. Matters presented under this item cannot be discussed or acted upon by the Committee at this time. For items appearing on the agenda, the public is invited to make comments at the time the item is considered by the Committee. Any person addressing the Committee will be limited to a maximum of five (5) minutes so that all interested parties, have an opportunity to speak. At all times, please state your name, address, and business or organization for the record.

AGENDA ITEMS

5. **Public Hearing**

   Prior to adopting rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to Section 21400 of the California Vehicle Code (CVC), the Department of Transportation is required to consult with local agencies and hold public hearings.

01-11	Portable or Temporary Speed Display Sign (Consider adopting Rev. 2 MUTCD Text on Radar Speed sign)	(Continued) (Meis)

6. **Request for Experimentation**

03-4	Radar Speed (Speed Feedback) Display Sign (Experiment Request by the City of Vacaville)	(Introduction) (Borstel)
03-5	Radar Speed (Speed Feedback) Display Sign (Experiment Request by the City of San Mateo)	(Introduction) (Borstel)
03-6	Radar Speed (Speed Feedback) Display Sign (Experiment Request by the City of San Jose)	(Introduction) (Borstel)

03-7	Vehicle Activated Lighted Stop Sign (Active-Stop) (Experiment Request by the City of Inglewood)	(Introduction) (Fisher)
02-9	Mandatory Requirement of Accessible Pedestrian Signals	(Continued) (Larsen, Babico)

7. Discussion Items

03-8	Steer Clear Sign (Drive Damaged Vehicle to Shoulder)	(Introduction) (Lott)
03-9	Signs Required by California Vehicle Code (E.g. Golf Carts Crossing etc. CVC 21115.1, 21115, 21716, 38025 and38012)	(Introduction) (Babico)

8. Informational Items

99-11	MUTCD Adoption By Caltrans (Update by Caltrans)	(Continued) (Meis)
03-10	Pedestrian Countdown Signal Heads (PCSHs) (Experiment request by the City of Brea)	(Introduction) (Fisher)
03-11	Pedestrian Countdown Signal Heads (PCSHs) (Experiment request by the City of San Diego)	(Introduction) (Fisher)

9. Tabled Items

02-16	Traffic Signal Warrants 1 & 2 (Footnotes were not included in the 1996 Publication)	(Babico)

10. Next Meeting

11. Adjourn

ITEM UNDER EXPERIMENTATION

99-10 TACTILE PEDESTRIAN INDICATORS (Folkers)
(Experiment Agency-The City of Los Angeles) (Fisher)
Status: No update received.

99-12 SPEED STRIPING FOR SMART CROSSWALKS (Meis)
(Experiment Agency-Caltrans D7)
Status: Contract has been awarded and Construction will begin shortly.

99-13 ILLUMINATED PAVEMENT MARKERS ON MEDIAN BARRIERS (Experiment Agency-Caltrans D7) (Meis)
Status: The project has not been funded yet.

00-1 BICYCLE PAVEMENT MARKING (Banks)
(Experiment Agency-City of San Francisco)
Status: The city has received approval to hire a consultant to do the study.

00-6 PEDESTRIAN COUNTDOWN SIGNAL HEADS (Banks)
(Experiment Agency-City of San Francisco)
Status: No further update, the interim report was submitted during the 01/31/02 meeting.

00-8 PEDESTRIAN COUNTDOWN SIGNAL HEAD (Tanda)
(Experiment Agency-City of San Jose)
Status: The City of San Jose has submitted the final study report during the May 2002 meeting. The Committee allowed continues use of the devices until to reach a final decision.

01-3 PEDESTRIAN COUNTDOWN SIGNAL HEADS (Fisher)
(Citywide Experiment request by the City of Fountain Valley)
Status: The City has submitted their final report to the Committee and has received approval to expand the experimentation as a citywide.

01-4 TACTILE PEDESTRIAN INDICATORE WITH AUDIBLE INFORMATION (Experiment request by the City of Santa Cruz) (Tanda)
Status: No update.

01-7 PEDESTRIAN COUNTDOWN SIGNAL HEAD (Tanda)
(Experiment Agency-City of Oakland)
Status: The city has received approval from the HHWA and working to acquire funds in the FY 2002-03 budget.

01-9 IN-ROADWAY WARNING LIGHTS AT R/R CROSSINGS (Meis)
(Experiment requests by CPUC in cooperation Kern Co. & City of Fresno)
Status: CPUC is in process to hire consultant firm to conduct a study.

02-2 PEDESTRIAN COUNTDOWN SIGNAL HEAD (Tanda)
(Experiment Agency-City of Berkeley)
Status: The installation of the PCSHs will start later part of the year 2002.

02-4 PEDESTRIAN COUNTDOWN SIGNAL HEADS (Larsen)

(Experiment request by the County of San Luis Obispo)

02-11	Speed Feedback (Radar Speed) Sign (Experimentation Agency – City of Garden Grove)	(Fisher)
02-14	Speed Feedback (Radar Speed) Sign (Experimentation Agency – County of Mendocino)	(Mansourian)
02-15	Radar Guided Dynamic Curve Warning System (Experimentation Agency – Caltrans D5)	(Meis)
03-1	Speed Feedback (Radar Speed) Sign (Experimentation Agency – City of Whittier)	(Fisher)

STATUS OF CALTRANS ACTION ON PAST ITEMS

Item 93-18 CROSSWALKS, SEQUENTIAL LIGHTING (In-Roadway Warning Lights (IRWL) at Crosswalks)
Caltrans developing Standard Special Provisions (SSP) for the IRWLs

Item 99-3 AUDIBLE PEDESTRIAN SIGNAL POLICY
Caltrans will work with the CTCDC, the California Council of the Blind (CCB) and with individuals who are interested in this item to resolve along with the Agenda Item 01-5, "Accessible Pedestrian Signals."

Item 01-1 U-TURN SIGNAL HEADS INDICATOR
Caltrans will develop appropriate standards to ensure visibility and make the U-turn signal head indicator an official traffic control device by inclusion in the Caltrans Traffic manual.

Item 01-6 SUPPLEMENT SIGNS ON CHANNELIZERS
Caltrans will work with the Committee on this item.

Item 00-4 USE OF RAISED PAVEMENT MARKERS IN TRANSVERSE PATTERN
Caltrans will take appropriate action on the recommendation made by the Committee.

Item 01-5 ACCESSIBLE PEDESTRIAN SIGNALS
Caltrans will take appropriate action to adopt the MUTCD verbiage into the Traffic Manual.

Item 02-3 RIGHT EDGELINE
Caltrans will take appropriate action on the recommendation made by the Committee.

01-11 Portable or Temporary Speed Display Sign P 1 of 2

This item was placed on agenda during the September 2001 CTCDC meeting. The City of Palm Desert requested the Committee's opinion whether this device could be used on public roadways. Four of the Committee members suggested that it is not a traffic control device, while other four suggested it is traffic control device. The Revision 2 of the MUTCD has proposed radar speed sign as a traffic control device. Currently, three local agencies have received authorization from the Committee to conduct experiment with the radar speed sign in school zones. The Committee has determined that the speed radar sign is a traffic control device.

Caltrans suggest that the Committee consider adopting underlined text from Section 2B.11, Rev. 2 of the MUTCD. The Section 2B.11 is as follows:

Section 2B.11 Speed Limit Sign (R2-1)
Standard:

After an engineering study has been made in accordance with established traffic engineering practices, the Speed Limit (R2-1) sign (see Figure 2B-1) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h (5 mph).

Guidance:

States and local agencies should reevaluate the non-statutory speed limits on their streets and highways at least once every 5 years to determine if any adjustments would be appropriate. No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

When a speed limit is to be posted, it should be the 85th-percentile speed of free flowing traffic, rounded up to the nearest 10 km/h (5 mph) increment on non-residential streets and rounded up or down to the nearest 10 km/h (5 mph) increment on residential streets.

Option:

Other factors that may be considered when establishing speed limits are the following:
A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
B. The pace speed;
C. Roadside development and environment;
D. Parking practices and pedestrian activity; and
E. Reported crash experience for at least a 12-month period.

Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is shown at the proper times.
A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX km/h (MPH) or such similar legend should be shown.

Support:

Advisory Speed signs are discussed in Sections 2C.33 and 2C.42 and Temporary Traffic Control Zone Speed signs are discussed in Part 6.

03-4 Radar Speed (Speed Feedback) Display Sign

P 1 of 1

COUNCIL MEMBERS
LEN AUGUSTINE, Mayor
PAULINE CLANCY, Vice Mayor
STEVE HARDY
RISCHA SLADE
STEVE WILKINS

CITY OF VACAVILLE

650 MERCHANT STREET, VACAVILLE, CALIFORNIA 95688-6908
ESTABLISHED 1850

April 7, 2003

Department of Public Works
Traffic Engineering Division

California Traffic Control Devices Committee
Attn: Mr. Gerry Meis
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Radar Speed Display Signs & Safe Routes to School

Dear Mr. Meis:

This letter is sent to request a waiver for experimental designation currently assigned to Radar Speed Display signs. Our particular application is to install Radar Speed Display signs in the vicinity of school sites under the Safe Routes to School Grant program. An application to install up to 28 of these signs was approved in Cycle 3 of the Safe Routes to School Program, and approval process is now in process. For this project to proceed, approval from the California Traffic Control Devices Committee for the application of Radar Speed display signs in the vicinity of school sites is required.

Three (3) other local jurisdictions (San Jose, San Mateo, and Whittier) have successfully implemented these signs under the experimental guidelines and documented successful results. Attached for your consideration is a copy of a report accomplished by the City of San Jose (submitted with their consent) that documents a 5-7 mph reduction in speeds when sign is operating. This information is submitted as supporting evidence the that he use of radar Speed display signs is an appropriate and beneficial use of this technology in the vicinity of schools sites.

Thank you for your time spent with the consideration of a waiver to the experimental designation for radar display signs as an appropriate traffic calming measure in the vicinity of school sites. Should you require any further information regarding these signs or the proposed implementation of this device in the City of Vacaville, please do not hesitate to contact me, (707) 449-5329.

Sincerely,

GIAN AGGARWAL
Deputy Director of Public Works – Transportation

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03-5 Radar Speed (Speed Feedback) Display Sign

DEPARTMENT OF PUBLIC WORKS
Larry A. Patterson, P.E., Director

330 West 20th Avenue
San Mateo, California 94403-1388
Telephone (650) 522-7300
FAX: (650) 522-7301
www.cityofsanmateo.org

April 16, 2003

Mr. Devinder Singh
Caltrans
Division of Traffic Operations
1120 'N' Street MS #36
Sacramento, CA 95864

Re: Radar Speed Display Signs & Safe Routes to School

Dear Mr. Singh:

The City of San Mateo is requesting a waiver to install an experimental traffic control device such as the Radar Speed Display sign. The City received approval for grant funding to install Radar Speed Display signs near school locations on September 17, 2002 under the second cycle of the Safe Routes to School Grant Program. For this project to proceed, approval from the California Traffic Control Devices Committee is required.

San Mateo plans to install Radar Speed Display signs at three school locations, two by Elementary Schools and one by a Middle School. The Radar Speed Display signs were selected for these locations because of the existing street geometry that allow vehicles to reach in excess of 25 mph around these school zones. Traffic control devices, such as street stop signs, light signals and rumble strips have been installed where warranted; however vehicular speeds still reach 7-10 mph above the posted speed limit.

Attached for your reference is a study conducted by the City of San Jose on the Radar Speed Display sign. The study has shown that the installation of the Radar Speed Display sign reduces vehicular speeds by 5-7 mph. Furthermore, these signs provide visual awareness to the driver's speed as noted by the survey conducted in the San Jose study. The City of San Mateo believes that the implementation of these Radar Speed Display signs will assist in reducing the vehicular speed without changing the existing street geometry or impeding the overall flow of traffic.

Thank you for your consideration of this request. If you have any further questions, please contact me at 650-522-7330.

Sincerely,

Martin Quan

Martin Quan
Assistant Engineer

c: Gerry Meis, Caltrans
Ed Vonborstel, City of Modesto
Chron/file

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03-6 Radar Speed (Speed Feedback) Display Sign

P 1 of 1

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Transportation
JAMES R. HELMER – DIRECTOR

April 14, 2003

California Traffic Control Devices Committee
Attn: Mr. Gerry Meis
P.O. Box 942874
Sacramento, CA 94274-0001

SUBJECT: Radar Speed Display Signs & Safe Routes to School

Dear Mr. Meis:

The City Of San José is requesting a waiver for experimental designation currently assigned to Radar Speed Display signs. The City was successful in obtaining grant funding to install Radar Speed Display signs near school locations, under the Safe Routes to School Grant program. An application to install up to 20 of these signs was approved in Cycle 2 of the Safe Routes to School Program. For this project to proceed, approval from the California Traffic Control Devices Committee is required.

Three (3) other city jurisdictions (Vacaville, San Mateo, and Whittier) are implementing these signs. San José has conducted a study of the sign's effectiveness, and has documented successful results. Attached for your consideration is a copy of our report. Overall, the sign reduced speeds of passing traffic by 5-7 mph. Observations of brake lights in the study, also showed that 15% of passing traffic applied their brakes when exceeding the speed limit. This information is submitted as supporting evidence the that he use of radar Speed display signs is an appropriate and beneficial use of this technology in the vicinity of schools sites.

Thank you for your consideration of this request. Should you require any further information regarding these signs or the proposed implementation of this device in the City of San José, please do not hesitate to contact me at (408) 277-2576.

Best regards,

Russ Taft
School Safety Program Manager
City Of San José, Department of Transportation
408 277-2576

4 North Second Street, Suite 1000 San José, CA 95113 **tel** (408) 277-4304 **fax** (408) 277-2489

03-7 Vehicle Activated Lighted Stop Sign (Active-Stop) P 1 of 5

Inglewood California

Public Works Department
ONE MANCHESTER BOULEVARD / INGLEWOOD, CA. 90301 / P.O. Box 6500 / INGLEWOOD, CA 90312
Telephone (310) 412-5333 / Fax (310) 412-5552
www.cityofinglewood.org

JERRY M. GIVENS
Deputy City Administrator
Public Works Director

SHAD REZAI
Deputy Public Works Director

May 1, 2003

Mr. Devinder Singh
Executive Secretary for the CTCDC
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Re: Proposal for Experimental use of a Non-standard Traffic Control Device- Vehicle Activated Lighted Stop Sign (Active-Stop).

Dear Mr. Singh and CTCDC Committee:

The City of Inglewood, Department of Public Works, Transportation Division, requests permission to conduct an experiment using Vehicle Activated Lighted Stop Signs as a non-standard traffic control device to determine their effectiveness in increasing driver awareness of stop signs, reducing rolling stops and diminishing stop bar incursion.

1 Problem Statement

The City of Inglewood has a high rate of traffic accidents among all 45 Cities of the same size in Southern California. According to the State Office of Traffic Safety, City of Inglewood was rated third for hit & run collision and fifth for nighttime collision in cities with a population of 100,000 to 150,000 in year 2000. More alarmingly, the City was first for fatal and injured pedestrian victims involving children under the age of 15, and second for all types of fatal and injury pedestrians. According to Office of Traffic Safety, the overall composite collision figure places Inglewood 11th out of 45 Cities. The following chart identifies Inglewood ranking for the various classifications by both vehicular miles (total miles of streets within the City) and the population:

FATAL AND INJURY COLLISION TYPE	RANKING BY VEHICLE MILES	RANKING BY POPULAITON
Pedestrian	2/45	2/45
Pedestrian 65+	24/54	1/45
Pedestrian under 15	2/45	1/45
Bicyclist	19/45	18/45
Bicyclist under 15	**8/45**	**25/45**
DUI arrests	Not applicable	25/45

Bold numbers indicate "Top 15 ranking"

In order to reduce the pedestrian accidents increasing the driver awareness is necessary

The City of Inglewood is seeking a solution to upgrade the effectiveness of the standard static stop sign. Current economic conditions as well as ADT's at the selected locations do not warrant full signalization. The City has reviewed the current standards available and has determined them to be less than optimal for these locations.

2. Proposed Solution

To increase driver awareness of the impending requirement to stop, by providing an on-demand visual queue created by imbedding multiple high intensity LED light modules into the standard stop sign. These high intensity LED light modules shall be activated by the approaching vehicle, at a predetermined distance from the stop sign that will allow the motorist to observe, react and safely stop their vehicle. The system can be A/C or solar powered.

For the purposes of this test, the flash rate shall be that which was determined to be most effective in previous as conducted by the UC Berkley Vision Detection Laboratory and recommended by the W-Trans study conducted in July of 1997.

3. Objective

The objective of this experiment is to measure the effectiveness of the "on demand" visual queue provided to the motorist by the "Active–Stop™" stop sign over the standard "static" stop sign. An additional objective would be to analyze the cost benefits using this system prior to the intersection reaching the requirements for full signalization.

4. Experiment Schedule

- **Pre-Installation data Collection……..June to July 2003**

CTCDC request for authorization to experiment.
"Active-Stop™" on demand stop sign enhancement.
Manufactured by LightGuard Systems, Inc.

- **Installation & Activation…….July 2003**
- **Experiment Period……..July to Sept. 2003**
- **Evaluation Period…… ……...Sept to Oct. 2003**

Thank you for considering our request for experimental designation. The City of Inglewood looks forward to testing this new device. If you have any questions, comments or suggestions, please call me at (310) 412-5333.

Sincerely,

Jerry M. Givens
Deputy City Administrator/Public Works

JMG:pr

Proposal to the California Traffic Control Devices Committee
For Experimental use of a New Traffic Control Device;
The "Active-Stop™" stop signs

The City of Inglewood proposes to install six (6) "Active Stop™" stop signs. Two (2), at the intersection of La Tijera and Fairview Blvds., and four (4), at the intersection of Fairview Blvd. and Beach Street. We wish to determine the efficacy of these motorist activated signs at these locations. Purchase of the signs may be funded by the Office of Traffic Safety. An application has been submitted. Installation and evaluation will be by the City of Inglewood.

The two locations are:

Location #1 – La Tijera and Fairview Boulevards

Location #2 – Fairview Blvd. and Beach Street

Work Plan

Installation
The "Active Stop™" stop signs are to replace existing R-1 stop signs located at the above locations. The test units will be A/C powered initially. Solar units will be implemented at a later date.

Evaluation
Effectiveness will be determined by comparing data gathered at the sites prior to installation with data gathered after installation.

Schedule
The schedule for testing is:

- Pre-Installation Evaluation…….June to July 2003
- Installation……..July 2003
- Experiment Period……....July- Sept. 2003
- Evaluation……..Sept. to Oct. 2003

Evaluation Procedures

The City of Inglewood requests CTCDC approval of the following preliminary evaluation plan. Evaluation procedures may evolve or be supplemented during the test period.

1.) Installation will be prepared by the manufacturer.
2.) Motorist behavioral data to be collected under the direction of the City Transportation Division of the Public Works Department.

3.) Field observations will be conducted to help evaluate the effectiveness of the installations. Videotaping may be used to document driver response for reporting to the CTCDC and other interested public agencies.

Before and after studies will be collected at all sites where the "Active-Stop™" stop signs are to be installed. Measure of effectiveness will include:

- Evaluation of vehicle/vehicle conflicts at the test sites
- Evaluation of stop bar encroachment
- Evaluation of influence on rolling stops.
- Evaluation of driver response to signing
- Cost /benefit analysis
- Operational reliability

Administration

Sponsoring Agency: City of Inglewood, CA

Contact Information:

Jerry M. Givens
Deputy City Administrator/Public Works
City of Inglewood
One Manchester Blvd., Inglewood, CA 90301
(310) 412-5333; Fax (310) 412-5552
jgivens@cityofinglewood.org

02-9 Mandatory Requirement of Accessible Pedestrian Signals

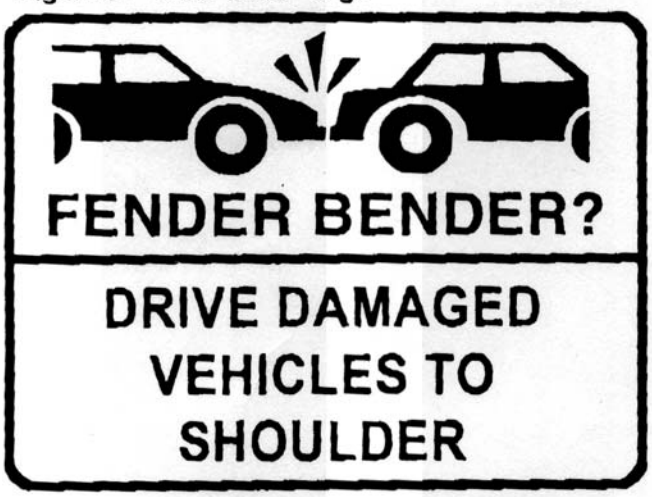
P 1 of 1

The sub committee meeting was held on March 12, 2003 to discuss this item. The summary of the meeting minutes will be made available during the meeting.

03-8 Steer Clear Sign (Drive Damaged Vehicle to Shoulder)

P 1 of 1

Figure 3 - "Steer Clear" Sign



CVC 20002

03-9 Signs (Golf Carts) Required by California Vehicle Codes P 1 of 2

Golf Carts on Local Highways

21115. (a) If a local authority finds that a highway under its jurisdiction is located adjacent to, or provides access to, a golf course and between the golf course and the place where golf carts are parked or stored or is within or bounded by a real estate development offering golf facilities and is designed and constructed, so as to safely permit the use of regular vehicular traffic and also the driving of golf carts on the highway, the local authority may, by resolution or ordinance, designate the highway or portion of the highway for combined use and prescribe rules and regulations that shall have the force of law. No highway shall be so designated for a distance of more than one mile from the golf course if the highway is not located within a development or beyond the area of a development, provided, the finding of the local authority in this respect shall be conclusive. Upon the designation becoming effective it shall be lawful to drive golf carts upon the highway in accordance with the prescribed rules and regulations. The rules and regulations may establish crossing zones and speed limits and other operating standards but shall not require that the golf carts conform to any requirements of this code with respect to registration, licensing, or equipment, except that if operated during darkness the golf cart shall be subject to the provisions of Section 24001.5 regarding equipment.

The rules and regulations shall not be effective until appropriate signs giving notice thereof are posted along the highway affected.

A "real estate development offering golf facilities", for purposes of this section, means an area of single-family or multiple-family residences, the owners or occupants of which are eligible for membership in, or the use of, one or more golf courses within the development by virtue of their ownership or occupancy of a residential dwelling unit in the development.

(b) For purposes of this section, a "golf cart" includes a low-speed vehicle.

Golf Cart Crossing Zones

21115.1. (a) Notwithstanding Section 21115, a local authority may, by ordinance or resolution, establish crossing zones, for use by golf carts at any time other than during darkness, on any street, other than a state highway, that has a posted speed limit of 45 miles per hour or less and that is immediately adjacent to a golf course. The crossing zones shall be at an angle of approximately 90 degrees to the direction of the roadway.
The ordinance or resolution shall not become effective until submitted to the law enforcement agency having primary jurisdiction over the street, the law enforcement agency finds and determines that the conditions pertaining to that street, with the addition of proper signs, markers, or lighting, or any combination of those, will permit the establishment of a golf cart crossing with reasonable safety, and the signs, markers, or lighting specified by the law enforcement agency are in place.
(b) Subdivision (a) does not constitute precedent for the operation of golf carts on any street or highway other than in a crossing zone established pursuant to subdivision (a).
(c) For purposes of this section, a "golf cart" includes a low-speed vehicle.

Golf Cart Operation

21716. Except as provided in Section 21115.1 and Chapter 6 (commencing with Section 1950) of Division 2.5 of the Streets and Highways Code, no person shall operate a golf cart on any highway except in a speed zone of 25 miles per hour or less.

Operation on Highway

38025. In accordance with subdivision (c) of Section 4000, motor vehicles issued a plate or device pursuant to Section 38160 may be operated or driven upon a highway but only as follows:

(a) On a two-lane highway, only to cross the highway at an angle of approximately 90 degrees to the direction of the roadway and at a place where a quick and safe crossing may be made, or only when the roadway is not maintained by snow removal equipment and is closed to motor vehicles which are subject to registration pursuant to Division 3 (commencing with Section 4000), or only to cross a highway in the manner specified in subdivision (b).

(b) With respect to the crossing of a highway having more than two lanes, or a highway having limited access, those motor vehicles may cross the highways but only at a place designated by the Department of Transportation or local authorities with respect to highways under their respective jurisdictions as a place where the motor vehicles, or specified types of the motor vehicles, may cross the highways, and the vehicles shall cross the highways only at those designated places and only in a quick and safe manner.

(c) The Department of Transportation and local authorities with respect to highways under their respective jurisdictions may designate, by the erection of appropriate signs of a type approved by the Department of Transportation, places where those motor vehicles, or specified types of the motor vehicles, may cross any highway having more than two lanes or having limited access.

(d) Motor vehicles identified pursuant to Section 38010 may be towed upon a highway, but not driven, if the vehicles display a plate or device issued pursuant to Section 38160.
(e) Motorcycles identified pursuant to Section 38010 may be pushed upon a highway, but not ridden, if the motorcycles have displayed upon them a plate or device issued pursuant to Section 38160.

Definitions

38012. (a) As used in this division, "off-highway motor vehicle subject to identification" means a motor vehicle subject to the provisions of subdivision (a) of Section 38010.
(b) As used in this division, "off-highway motor vehicle" includes, but is not limited to, the following:
(1) Any motorcycle or motor-driven cycle, except for any motorcycle which is eligible for a special transportation identification device issued pursuant to Section 38088.
(2) Any snowmobile or other vehicle designed to travel over snow or ice, as defined in Section 557.
(3) Any motor vehicle commonly referred to as a sand buggy, dune buggy, or all-terrain vehicle.
(4) Any motor vehicle commonly referred to as a jeep.